

Goff Creek/130th Avenue NE

Station Area Planning

Bellevue Planning Commission January 11, 2012



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Presentation Objectives

- Overview of station area planning
- Highlights of the Bel-Red Subarea Plan
- Review the 130th Avenue NE station area planning work
- Provide comments on draft concepts

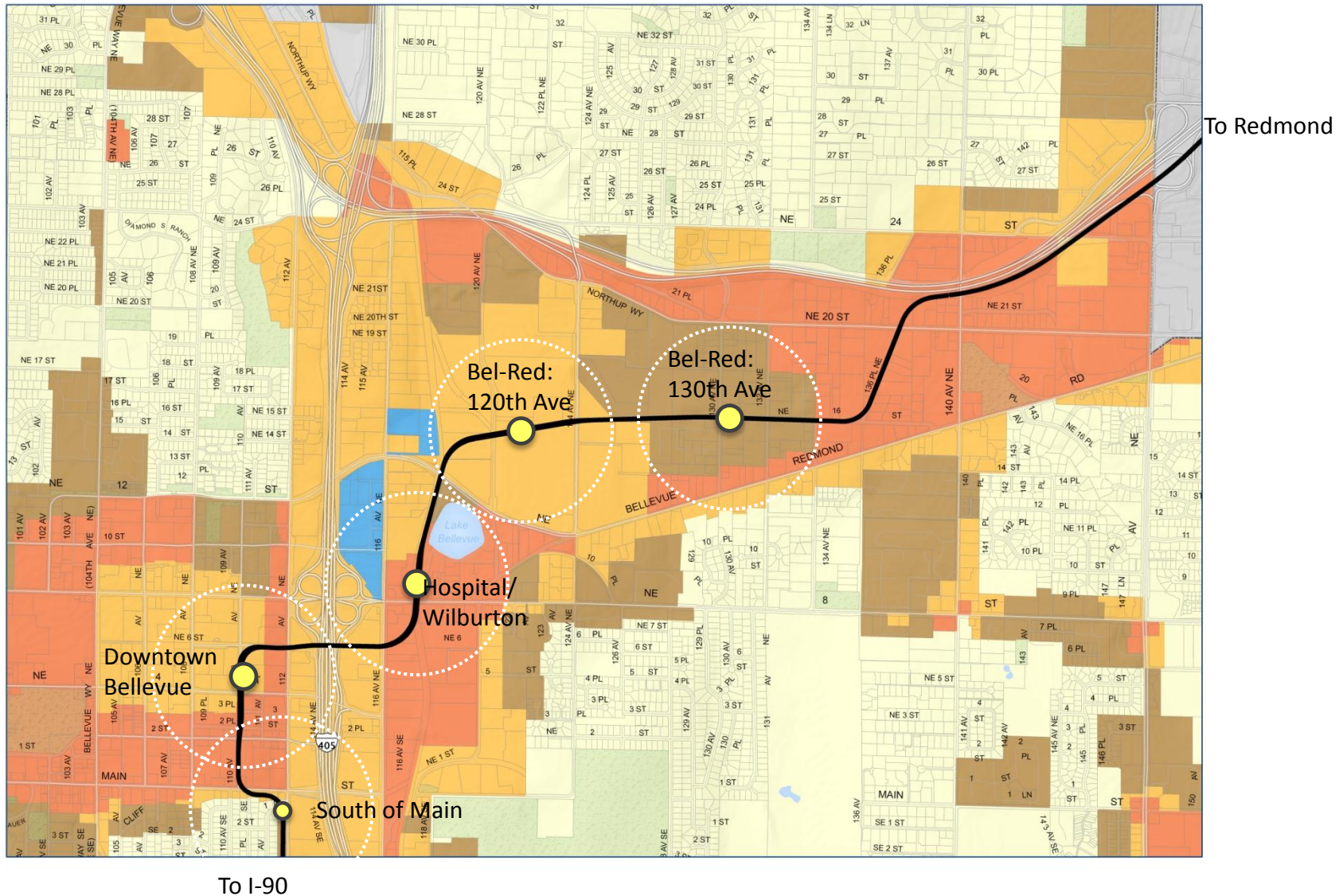
What is “Station Area Planning”?

General Concepts

- “Best practice” – before final design of light rail station
- Focus on area within a walkable distance from the station
- Each station area is unique
- Distinct from Sound Transit work on station and alignment
 - Influence how station is integrated with surrounding area
- Station Area Plan:
 - Resource for developers
 - Guide for City projects



Bellevue Light Rail Stations



130th Avenue NE Station Area Planning

Scope of Work

- Consider light rail station “best practices”
- Refine and illustrate the vision of the Bel-Red Subarea Plan for the 130th Avenue NE area
- Develop more precise and detailed plans for the future 130th Avenue NE neighborhood
- Develop “tool kit” of strategies to implement plan



Why Now?

- Bel-Red Subarea Plan adopted in 2009 establishes vision, puts zoning in place
- Light rail station location, alignment set
- Needed to address culvert location, stream restoration
- Ability to influence station design integration with neighborhood
- Grant funding provided by American Recovery and Reinvestment Act 2009, via Washington Department of Commerce



Bel-Red Subarea Plan

Land Use Transformation



Subarea Plan, planned capital improvements, and zoning adopted in 2009

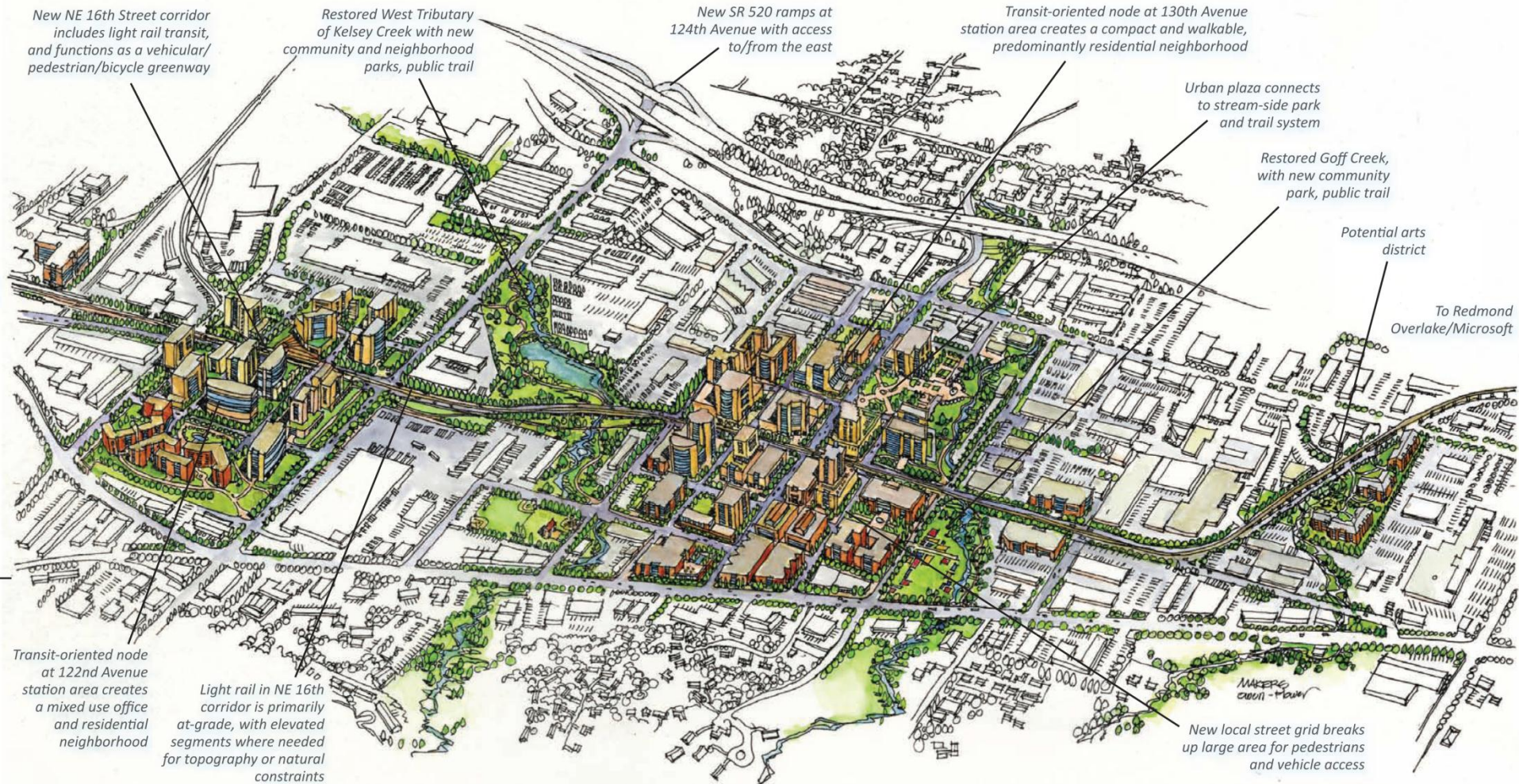
Light industrial/commercial



**Mixed use neighborhoods
centered around light
rail station**



Bel-Red Subarea Plan



Bel-Red: 130th Avenue NE



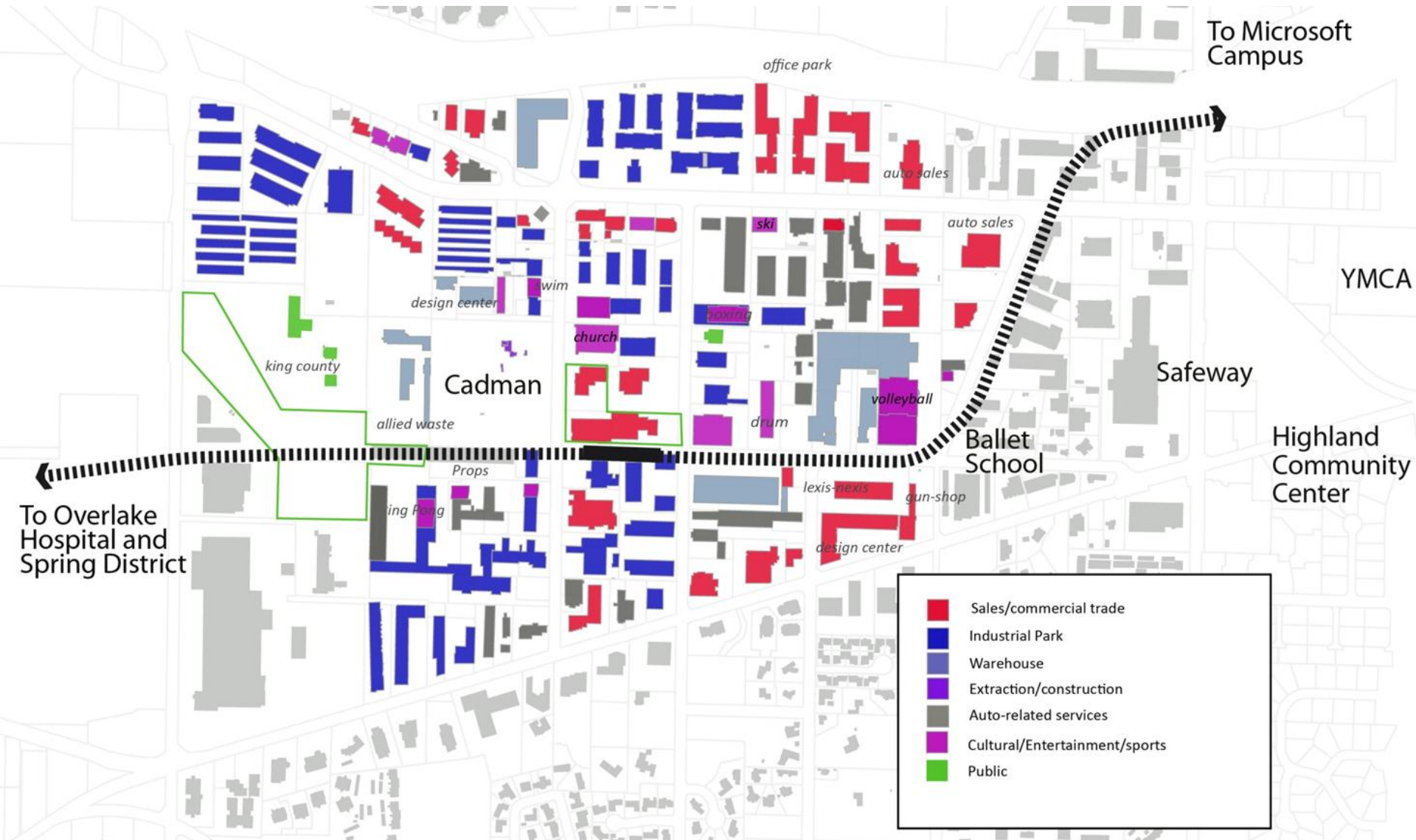
Bel-Red: 130th Avenue NE

- **A new neighborhood** with a mix of **housing, retail and services**; focus on residential component and new retail street on 130th Avenue NE
- Key opportunity to develop range of housing types and densities
- 2030 Forecast for area around 130th Avenue NE station:
 - **1,800 housing units**
 - **250,000 sq ft new retail and**
 - **200,000 sq ft office**
- Walkable blocks
- A future small plaza
- New parks and open spaces
- Stream restoration

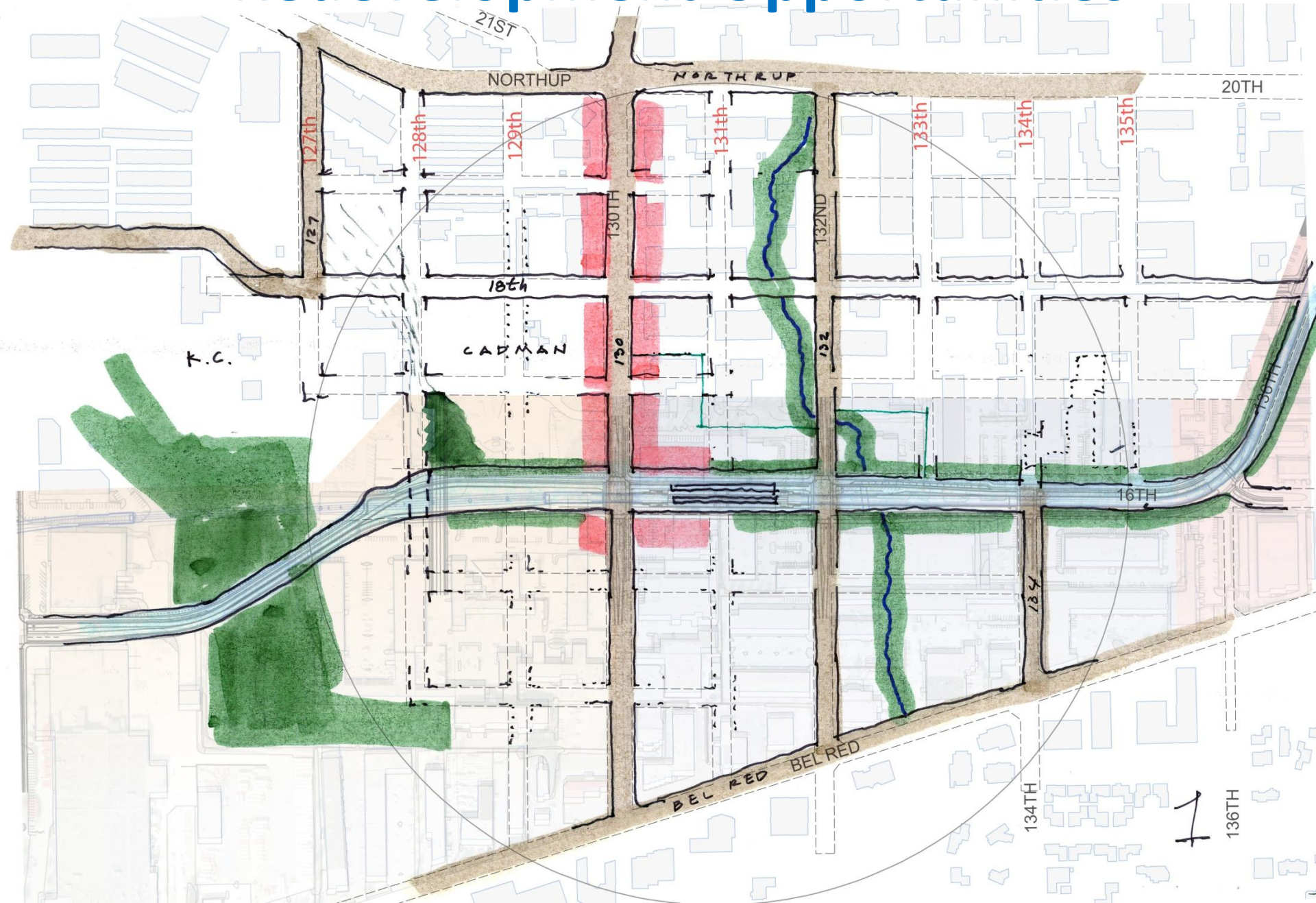


Existing Conditions

(showing planned light rail alignment and station)



Redevelopment Opportunities



Redevelopment Factors

130TH Avenue NE
RETAIL

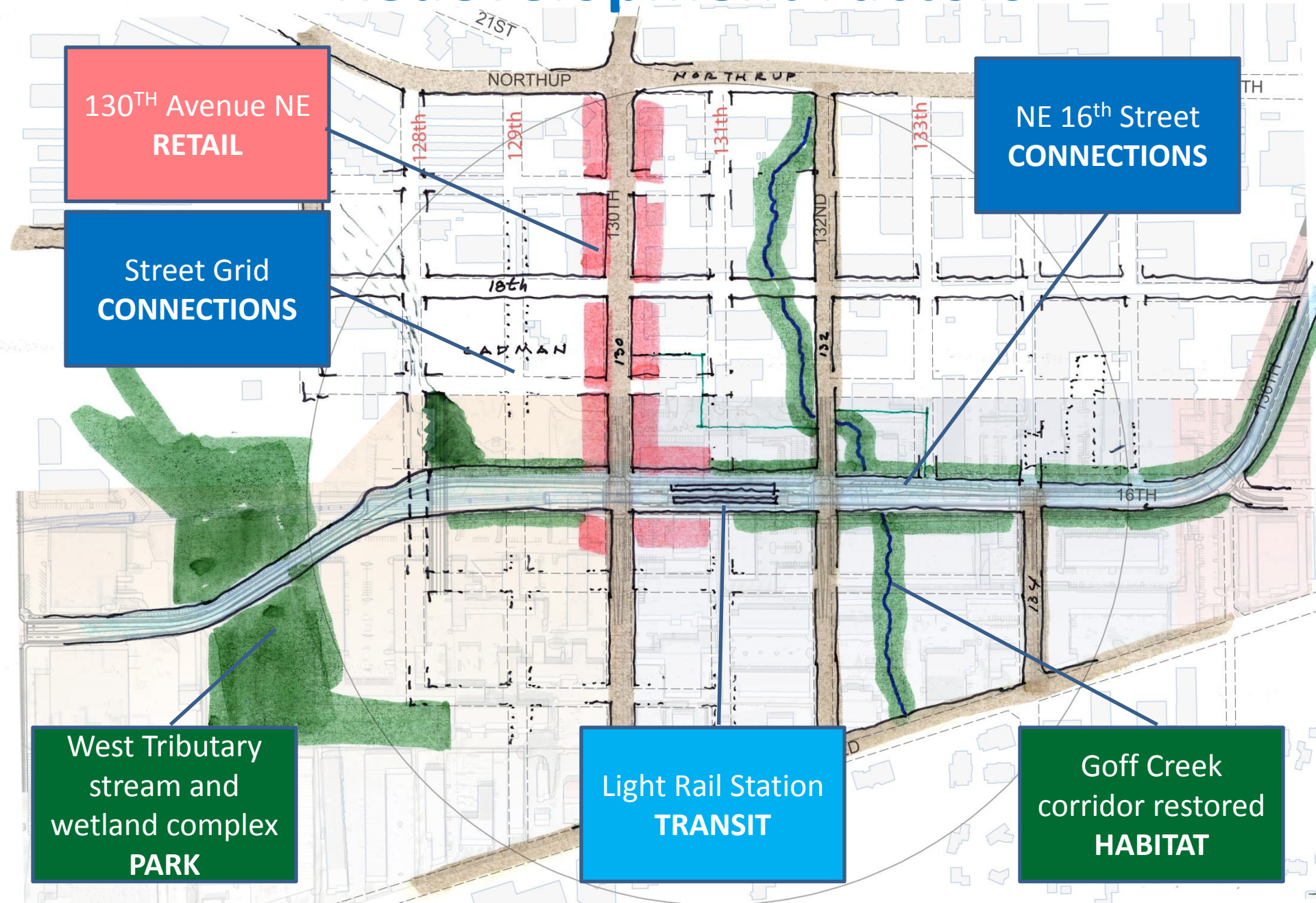
Street Grid
CONNECTIONS

NE 16th Street
CONNECTIONS

West Tributary
stream and
wetland complex
PARK

Light Rail Station
TRANSIT

Goff Creek
corridor restored
HABITAT



Neighborhood Character

Bel-Red Subarea Plan

To achieve a design character that results in aesthetically beautiful, distinctive, and long-lasting places that evoke a strong sense of Bellevue and the Northwest, and a dynamic public realm that encourages social interaction.

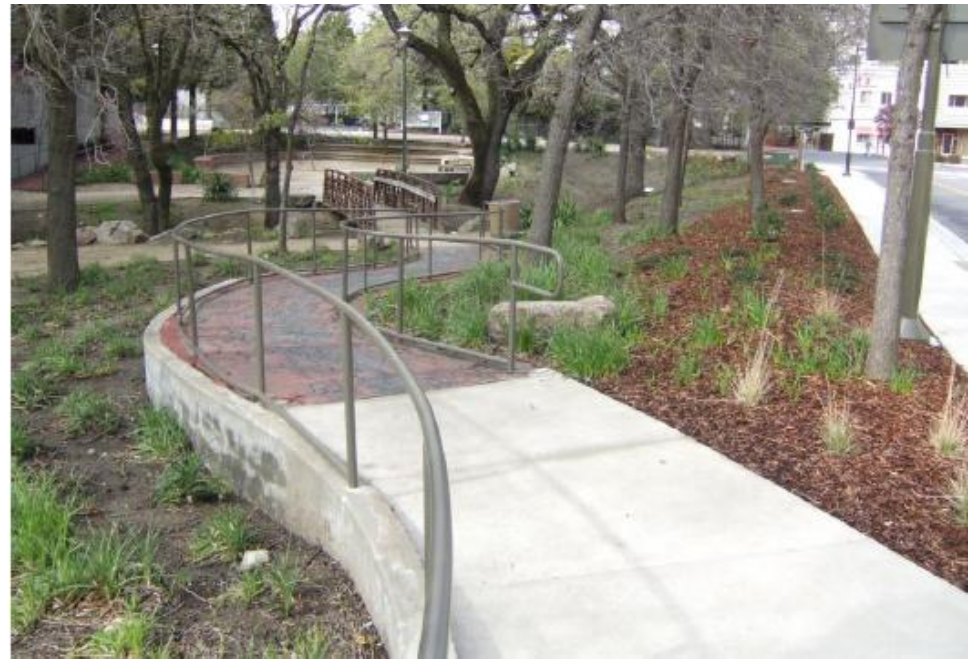


Neighborhood Character

Create a lively pedestrian street



Provide stream access



Integrate sidewalks and buildings



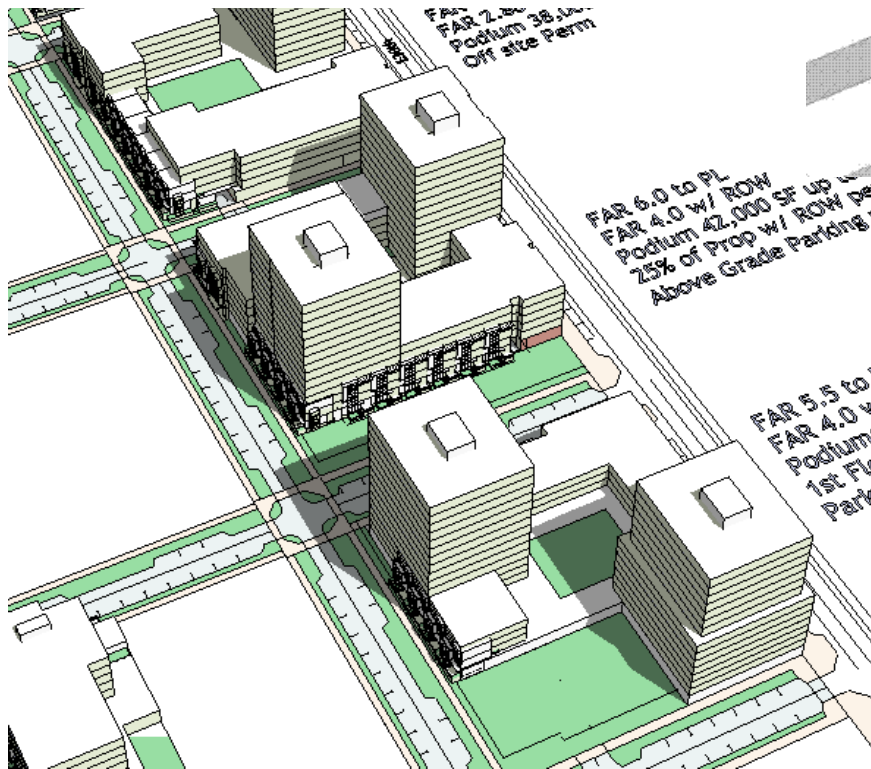
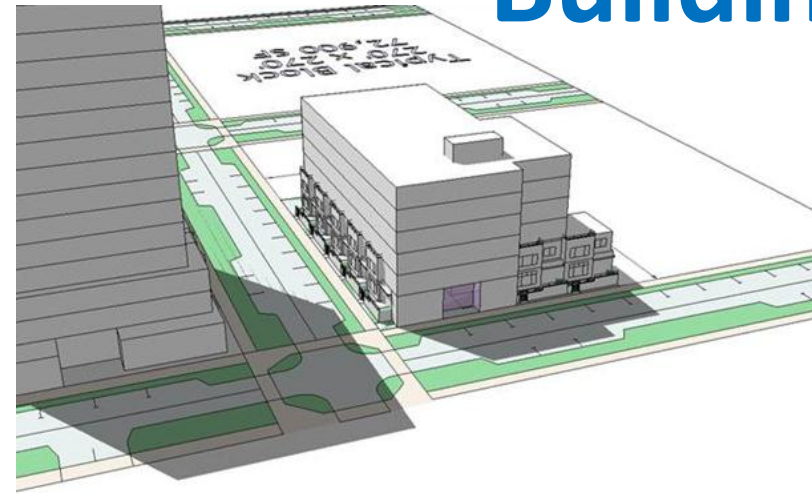
Vary building styles and materials



Bel-Red Zoning: RC-1 and RC-2

- Wide range of uses allowed
- Emphasis on residential
- Allow up to 4.0 FAR (floor area to site area ratio)
- Maximum building heights of 150 feet, 125 feet and 70 feet

Building Typologies



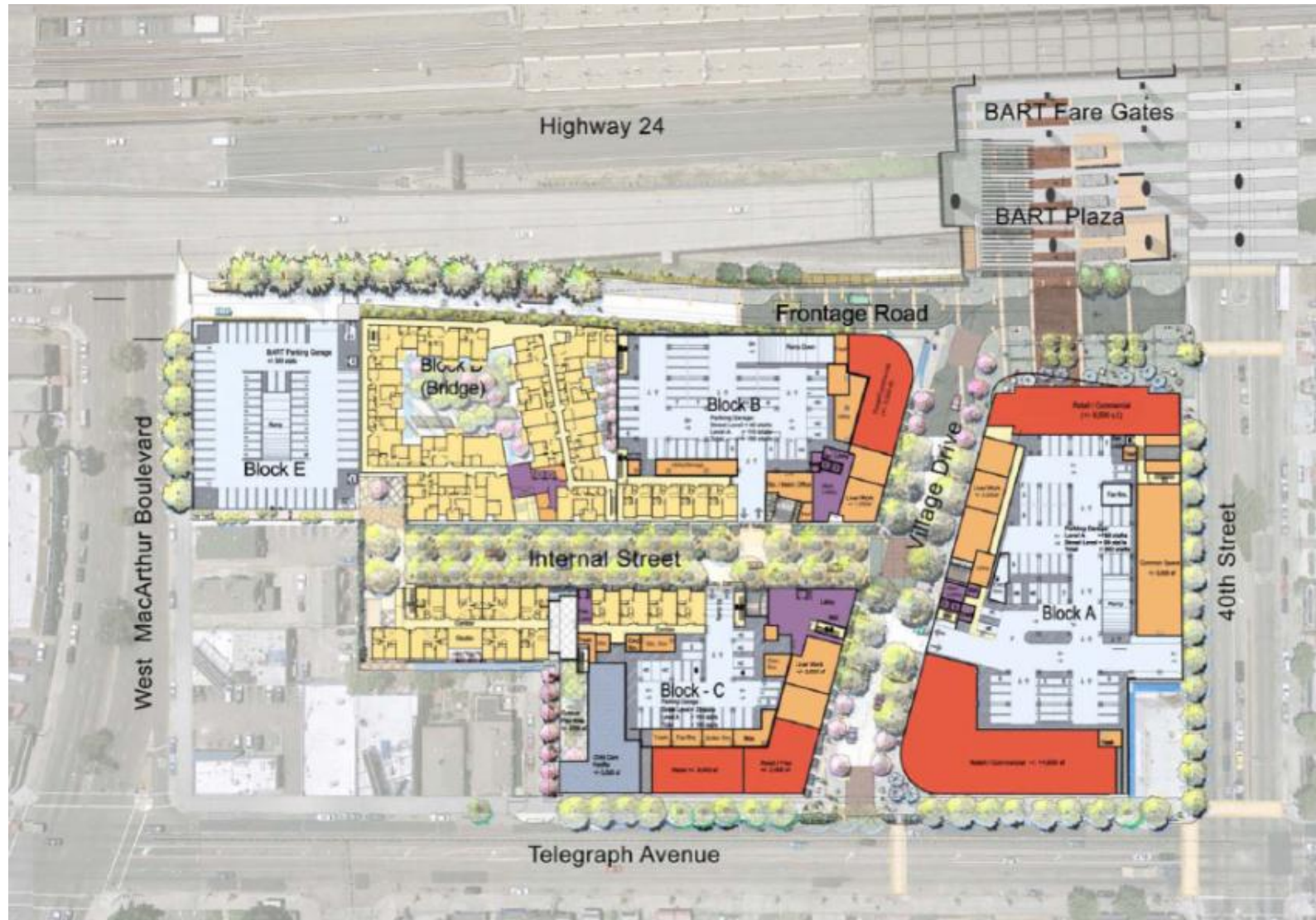
Redevelopment Examples



Redevelopment Examples



“Heat Pump” Example



1. Pre-Light Rail Construction (2011-2015)

- Continuation of existing businesses
- Some adaptive reuse of existing buildings
- Slow recovery with limited redevelopment
 - Strong residential market
 - Few existing amenities
- ST design work and property acquisitions
- Identify future stream mitigation



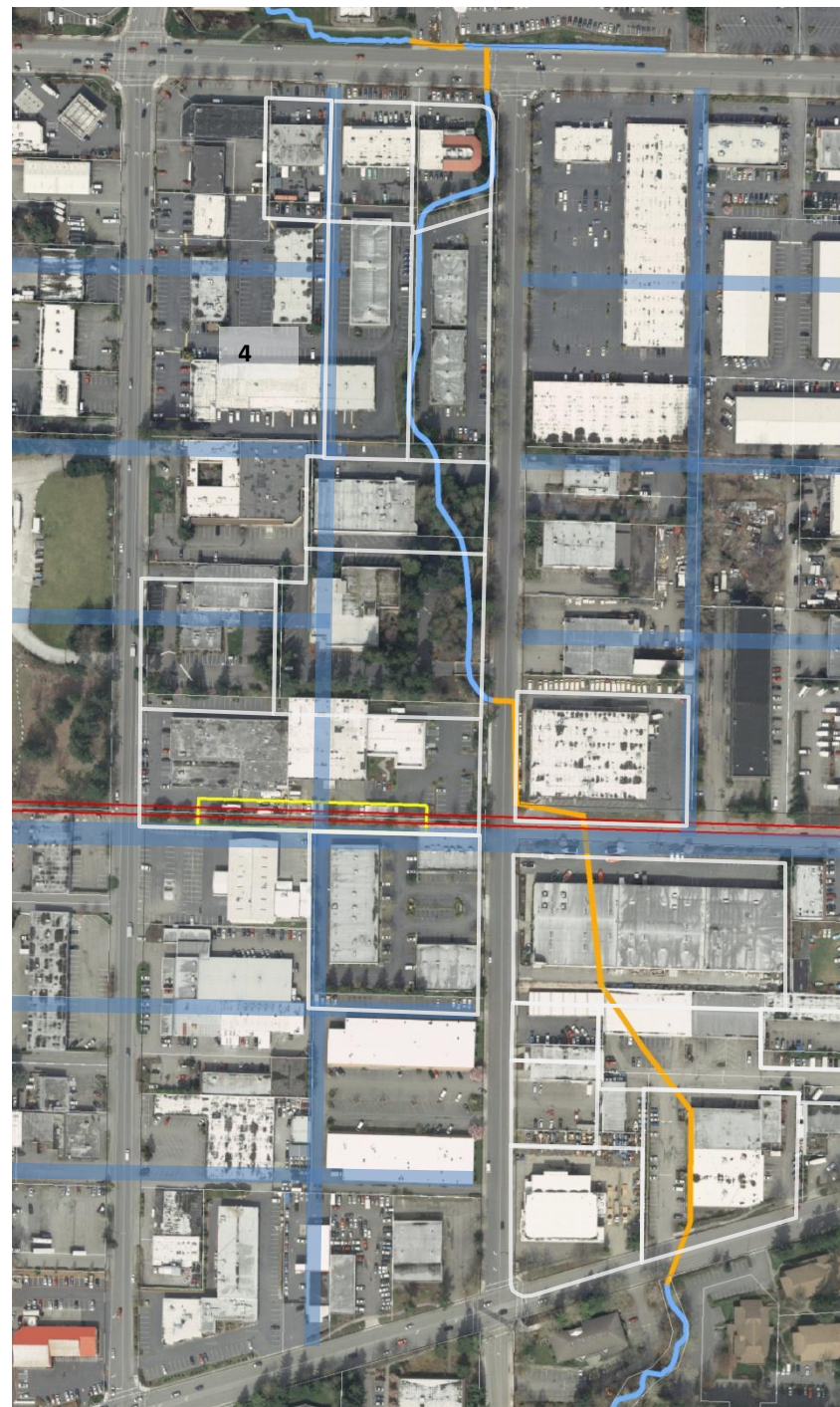
2. LRT Construction (2015 to 2023)

- Construction begins on light rail and street improvements
 - Sends visual message
- Redevelopment opportunities
 - Avoid construction impacts
 - Utilize existing infrastructure
 - Early market recognition of light rail location advantage
- Possible first moves – park and ride/“heat pump”
- 130th Avenue NE discovery center, catalyze the retail street?



3. Station Open (2023 to 2030)

- Redevelopment takes advantage of light rail location
- Remnant property available for new development
- Street network expands incrementally
- Opportunity for joint development of park and ride
- Park, stream and open space amenities take shape





Open Space and Parks

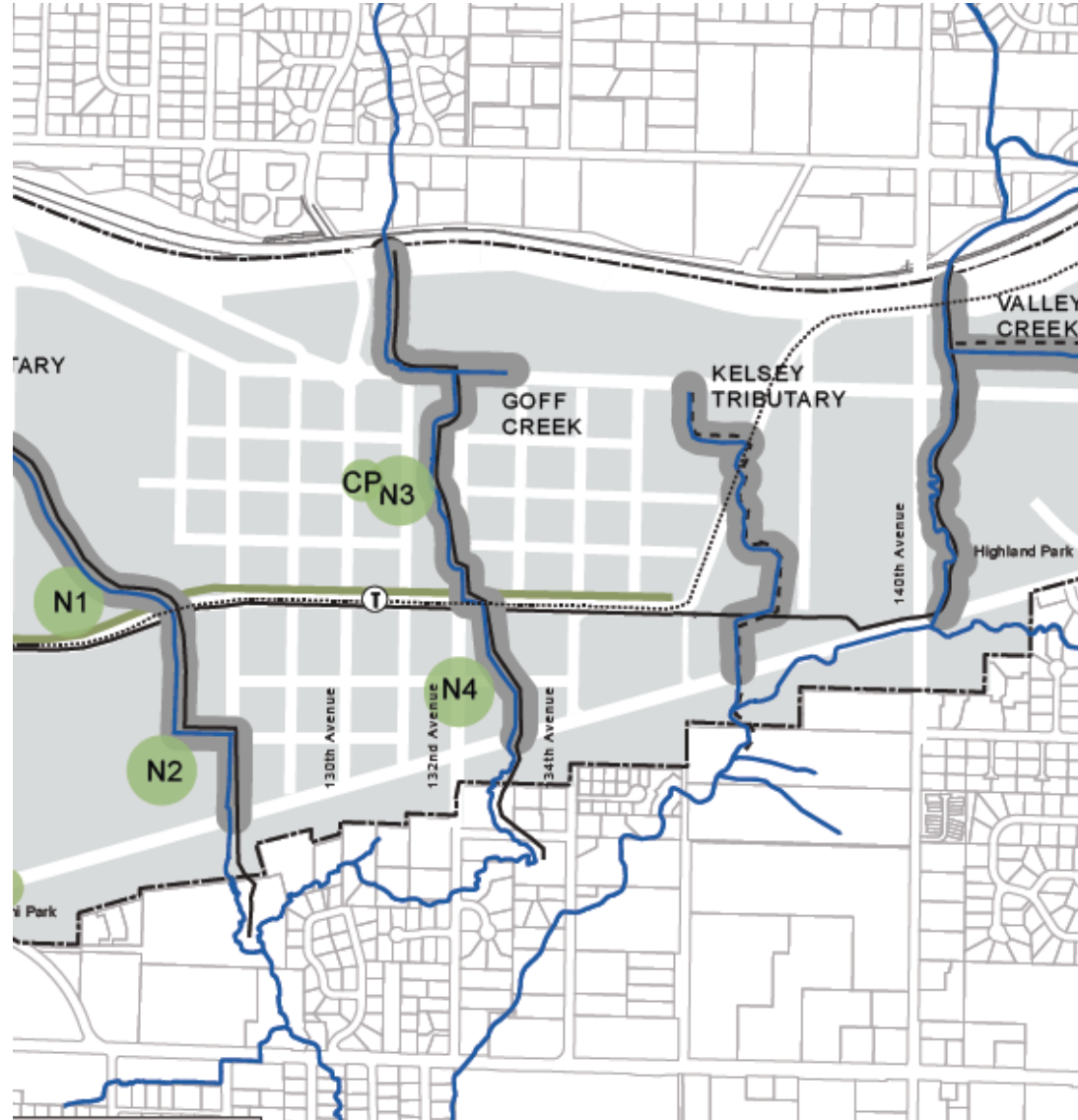
Integration with streets, adjacent uses,
streams and stormwater

Bel-Red Subarea Plan - To create a robust, aesthetically beautiful, and functional parks and open space system that serves the needs of Bel-Red and the broader community, and that connects with and complements the larger Bellevue parks and open space system.



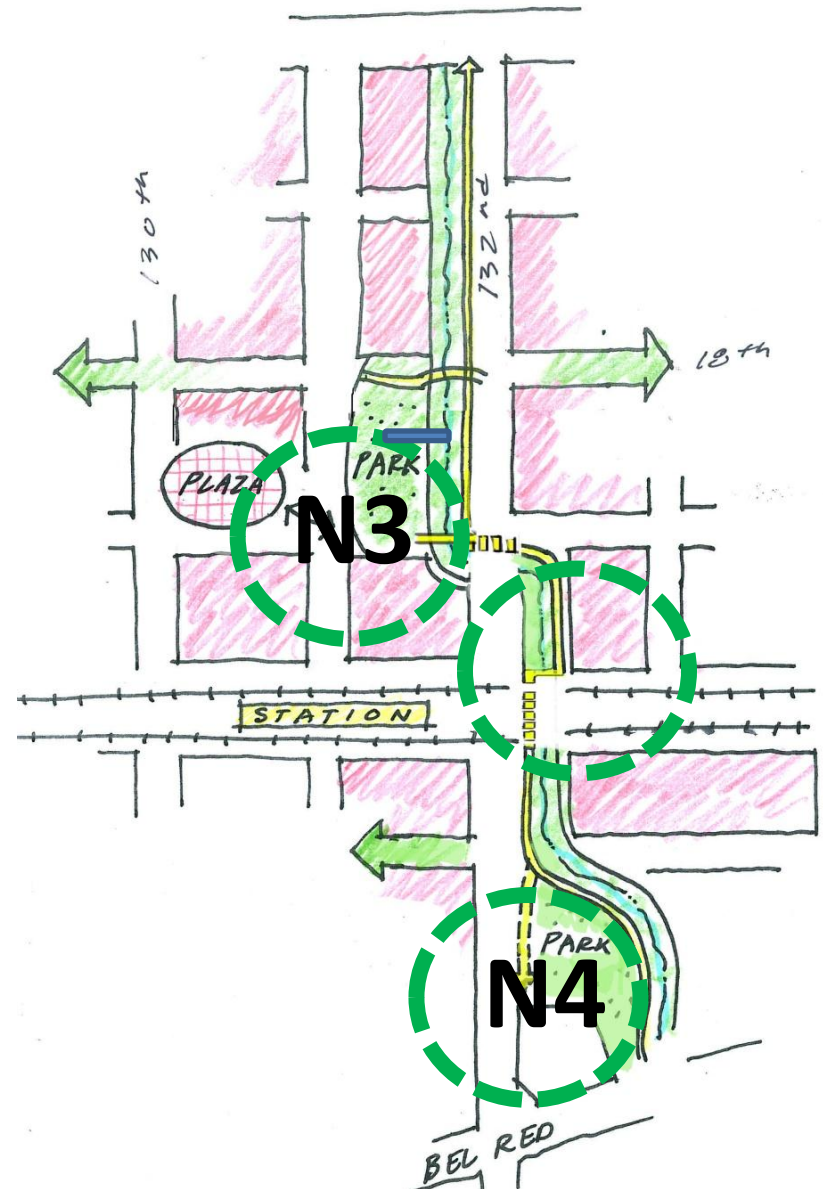
Open Space and Parks

- Subarea Plan:
 - 2 neighborhood parks (N3, N4)
 - A civic plaza (CP) connected to the 130th Ave NE retail street
 - Open space and habitat along Goff Creek
 - Green connections along the NE 16th Street corridor



Neighborhood Parks

- Serve neighborhood residents and guests
- Create value and support redevelopment
- Accommodate a variety of programming and activities
- Integrate with habitat enhancements along Goff Creek
- Integrate with new development in the neighborhood



Neighborhood Parks

Opportunities for:

- Functional environmental art
- Interpretive elements
- Environmental learning
- Community garden



Neighborhood Parks

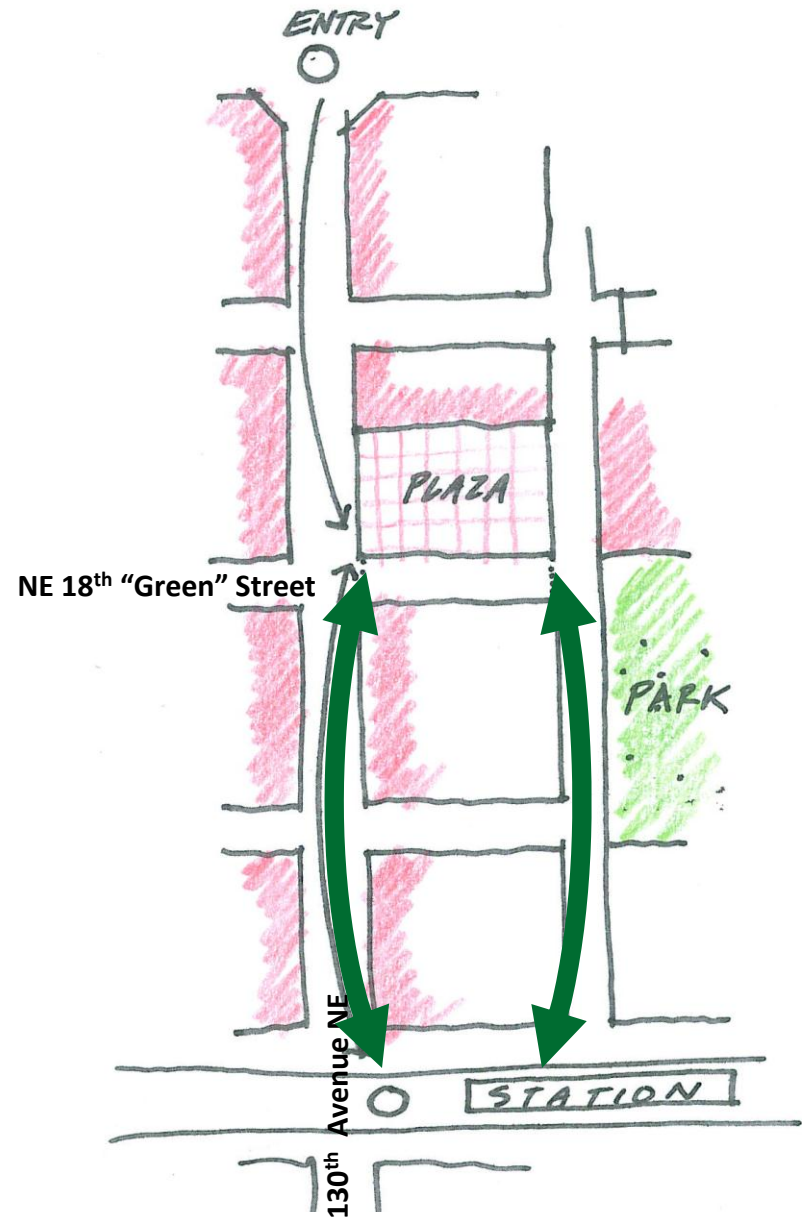
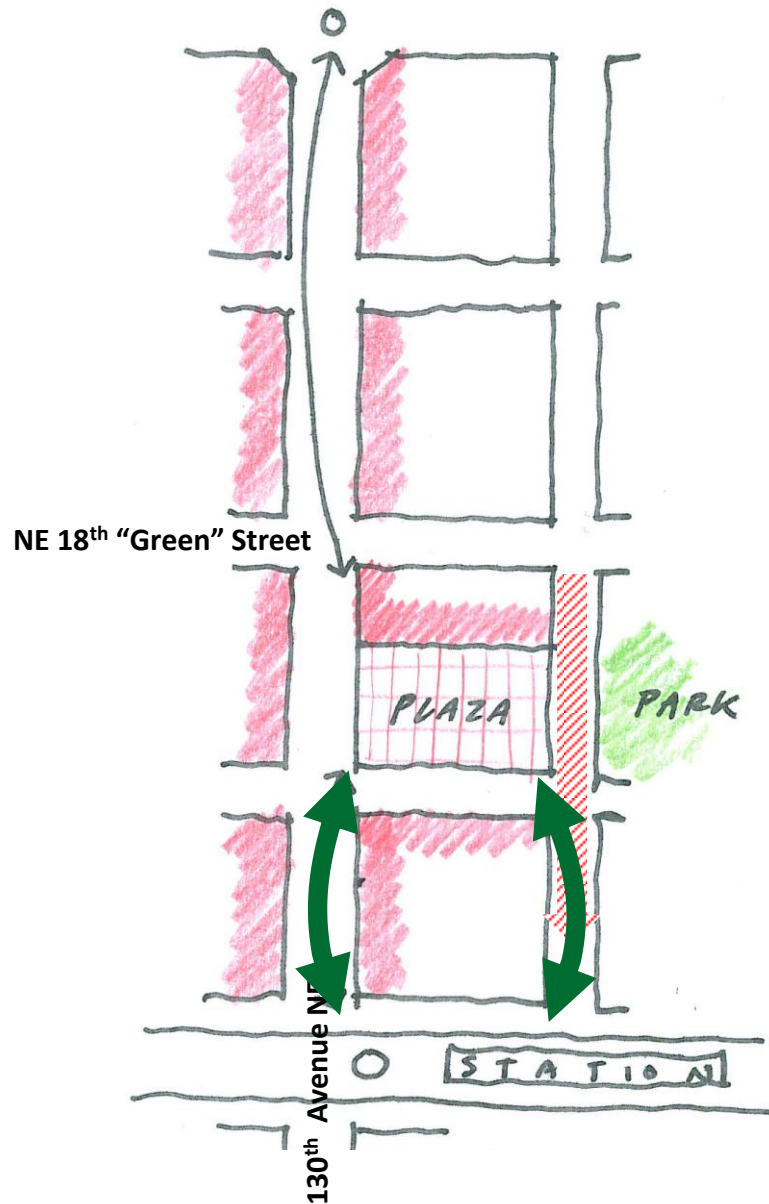


Civic Plaza (CP)

- Design & use concepts:
 - Food vendors, markets, & seasonal events
 - High-use with maximum flexibility
 - Integrate art into infrastructure
 - Integrate stream as asset
 - Activated edges, however not wholly enclosed
- Location considerations:
 - Apart from light rail station to serve as second neighborhood anchor/activity center
 - Good pedestrian connectivity to station
 - Solar access
 - Connect/incorporate green streets
- Scale –1 acre or less
- Potential site for underground parking to serve neighborhood and light rail



Civic Plaza Site Options



Civic Plaza Ideas



Civic Plaza Ideas



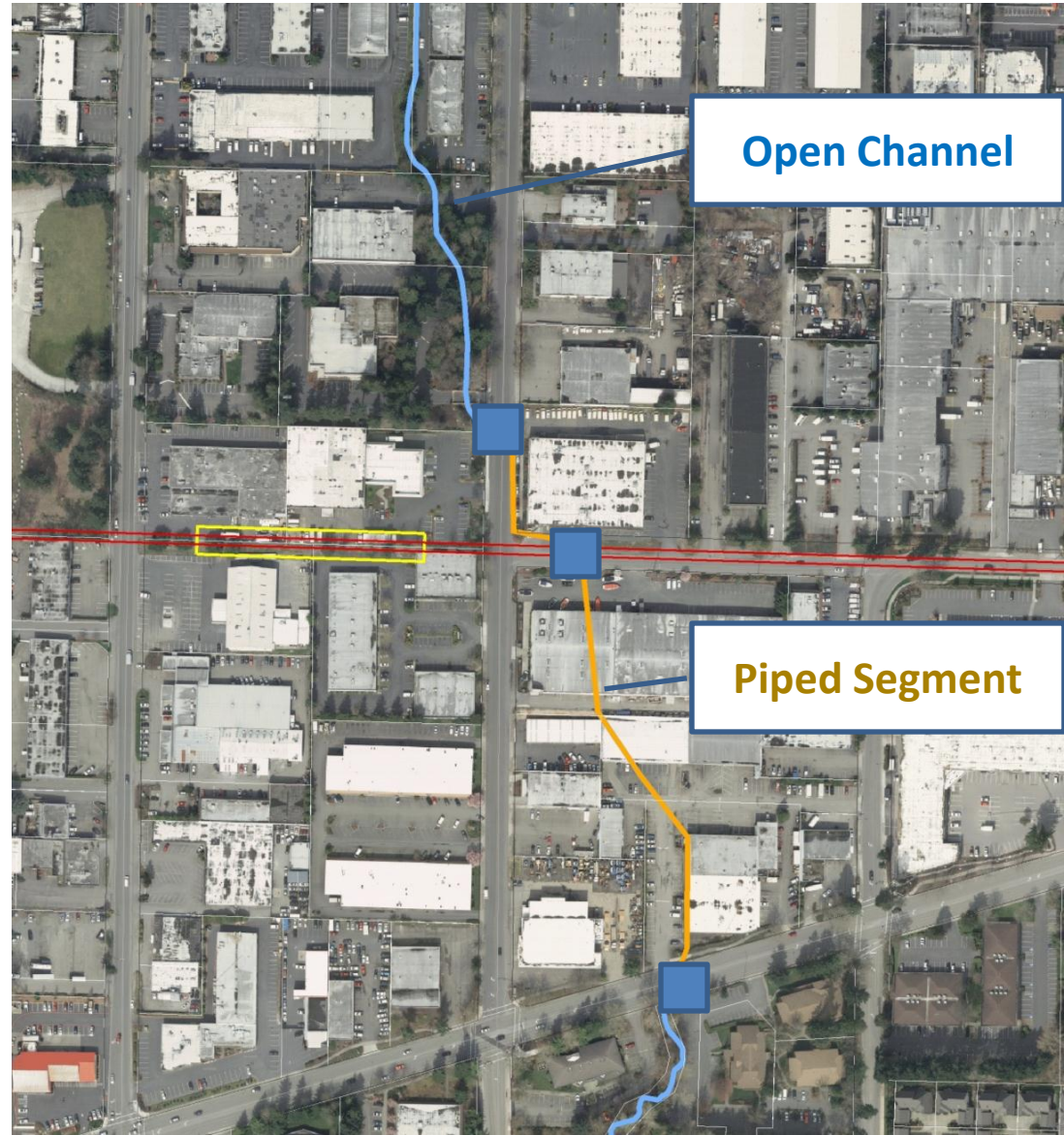
Goff Creek Restoration



Goff Creek

Great Streams Strategy

- Subarea Plan:
 - Creek is an amenity for redevelopment and the neighborhood
 - 100-foot wide corridor
 - Daylight piped segments
 - Install fish-passable culverts
- Performance standards:
 - Stabilize banks
 - Improve habitat
 - Control sediment
 - Manage flooding



Goff Creek...existing

...constrained by urban development



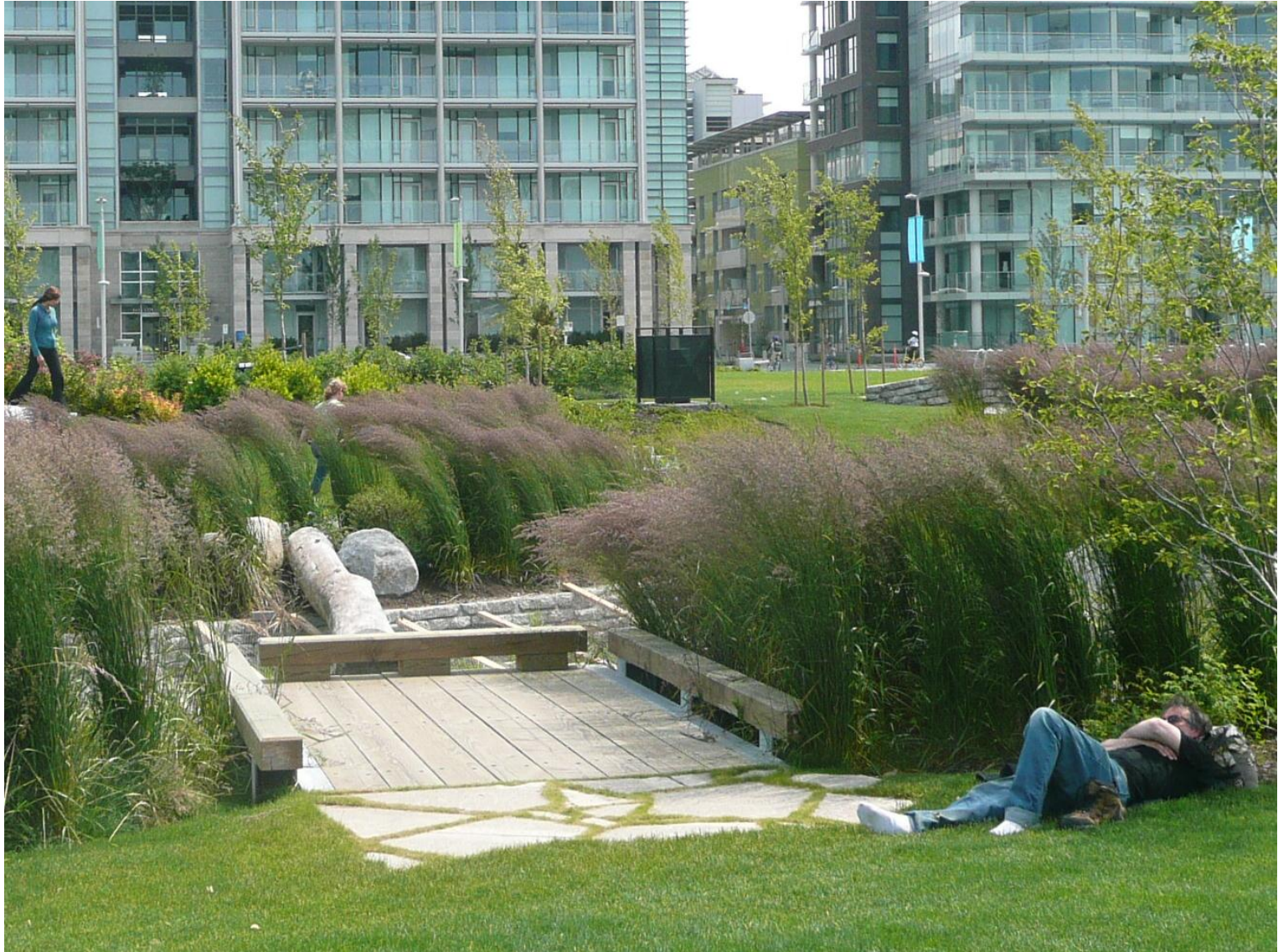
Goff Creek...vision

...integrated with urban redevelopment



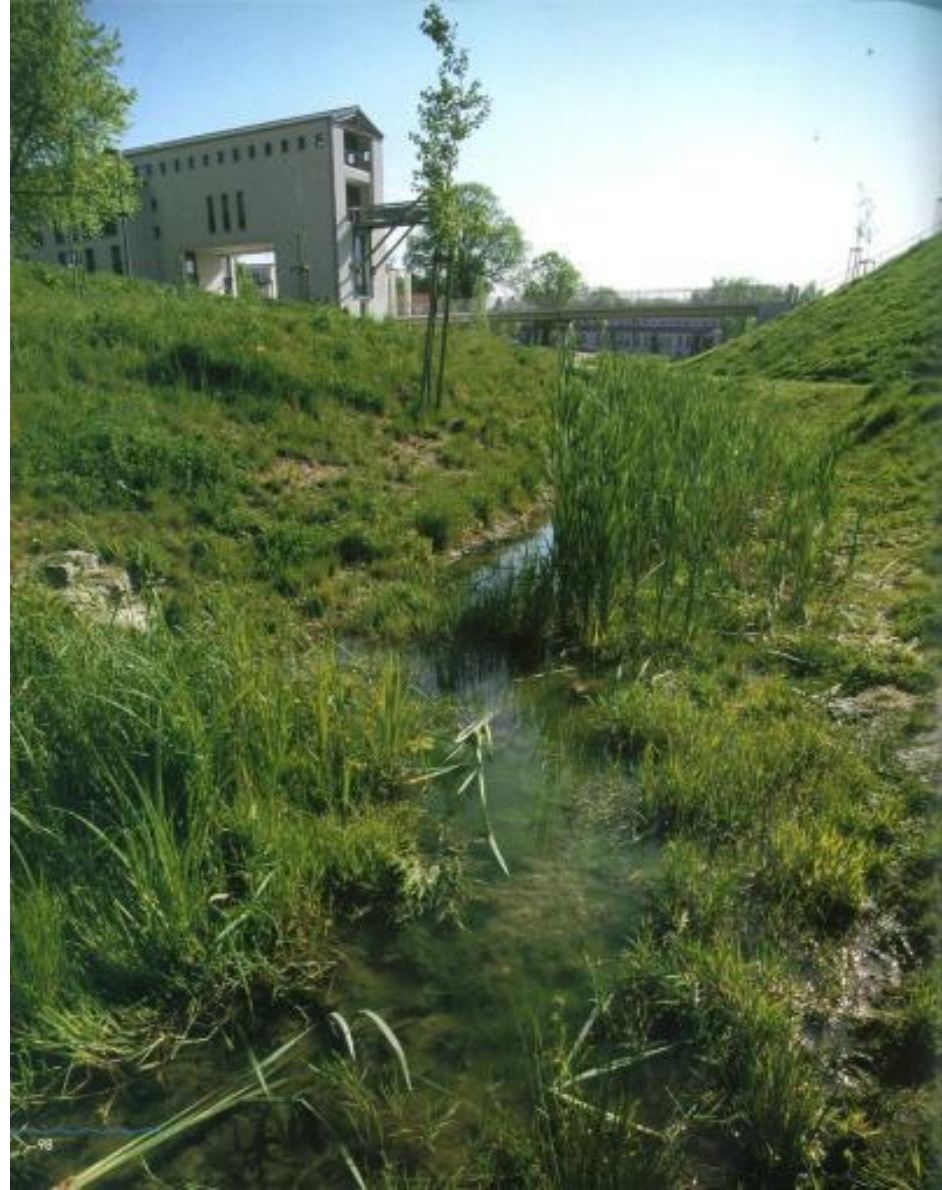
Goff Creek...vision

...integrated with urban plaza/park

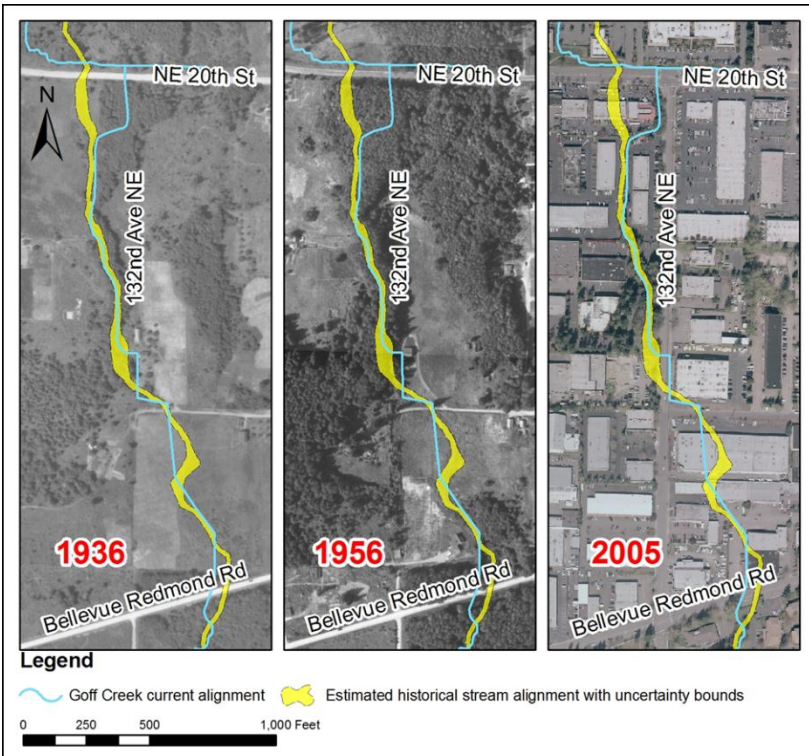


Creek Interface Examples

Create value for community – Asset for development



Goff Creek...restoration



Historical Alignment



Legend

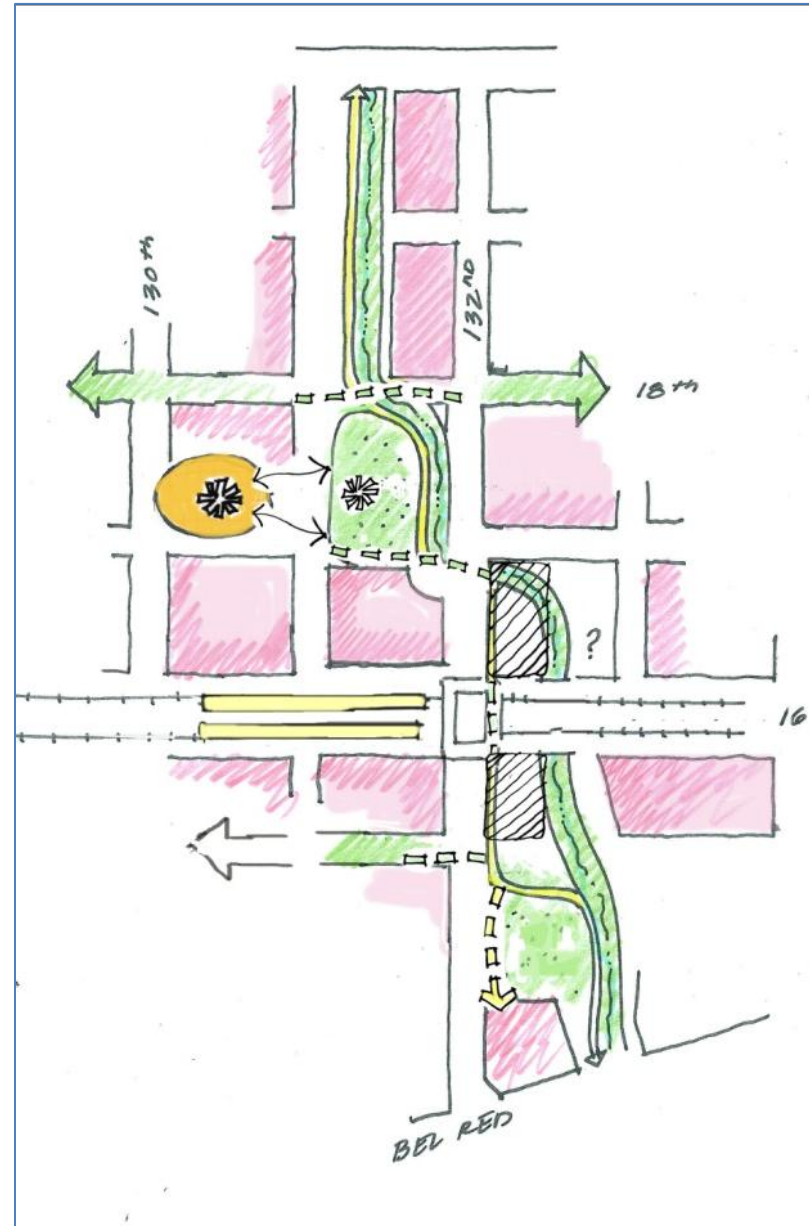
- Ideal centerline
- Stream corridor band of feasibility
- Parcel boundaries

0 250 500 Feet

Band of Feasibility

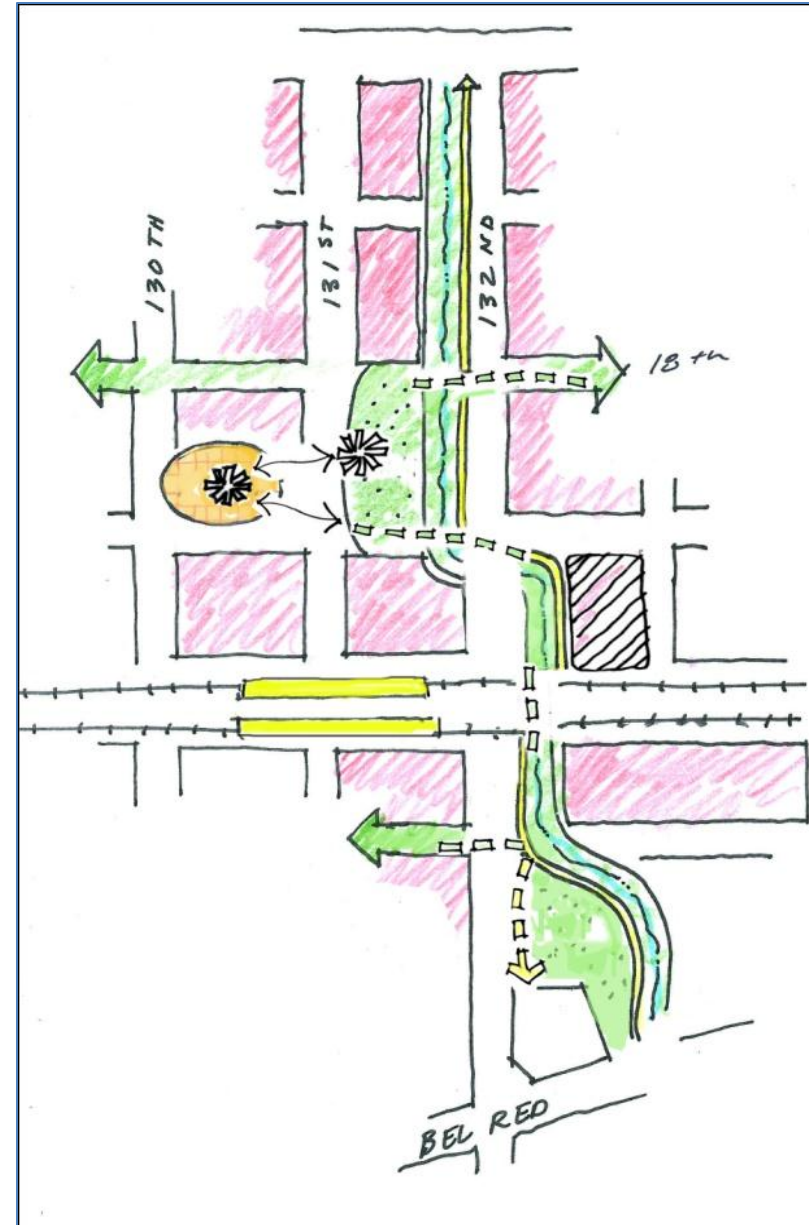
Goff Creek...restoration

Alternative alignment Concept #1



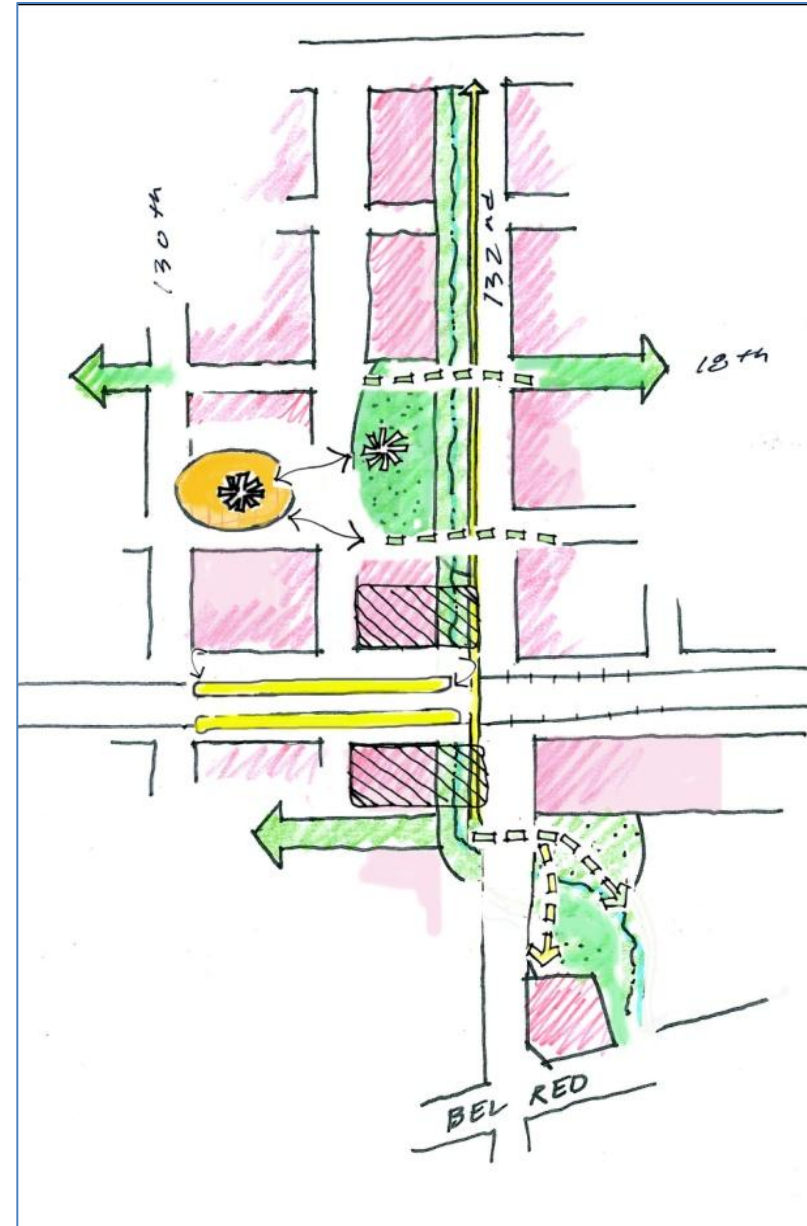
Goff Creek...restoration

Alternative alignment Concept #2



Goff Creek...restoration

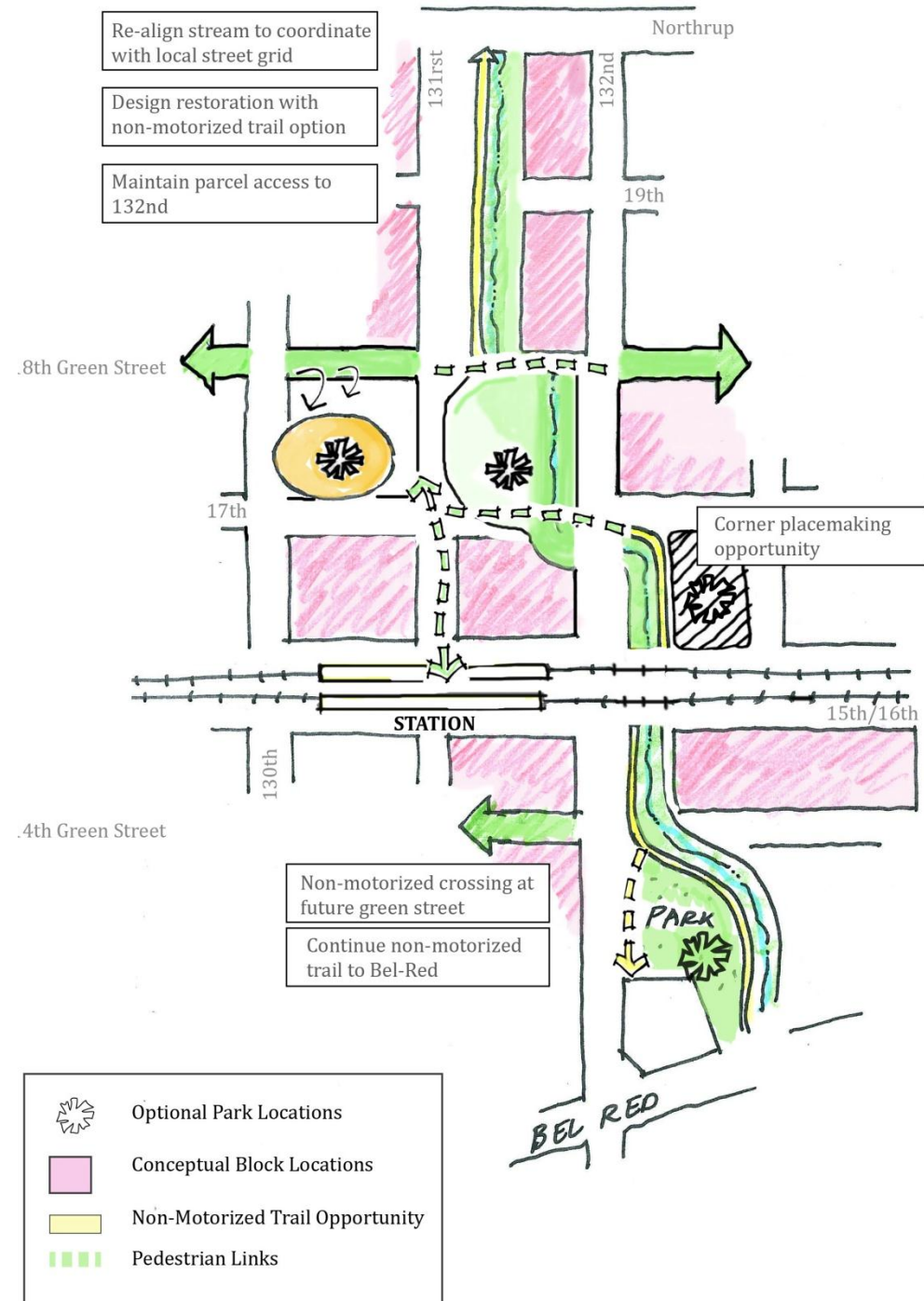
Alternative alignment Concept #3



Goff Creek

...restoration

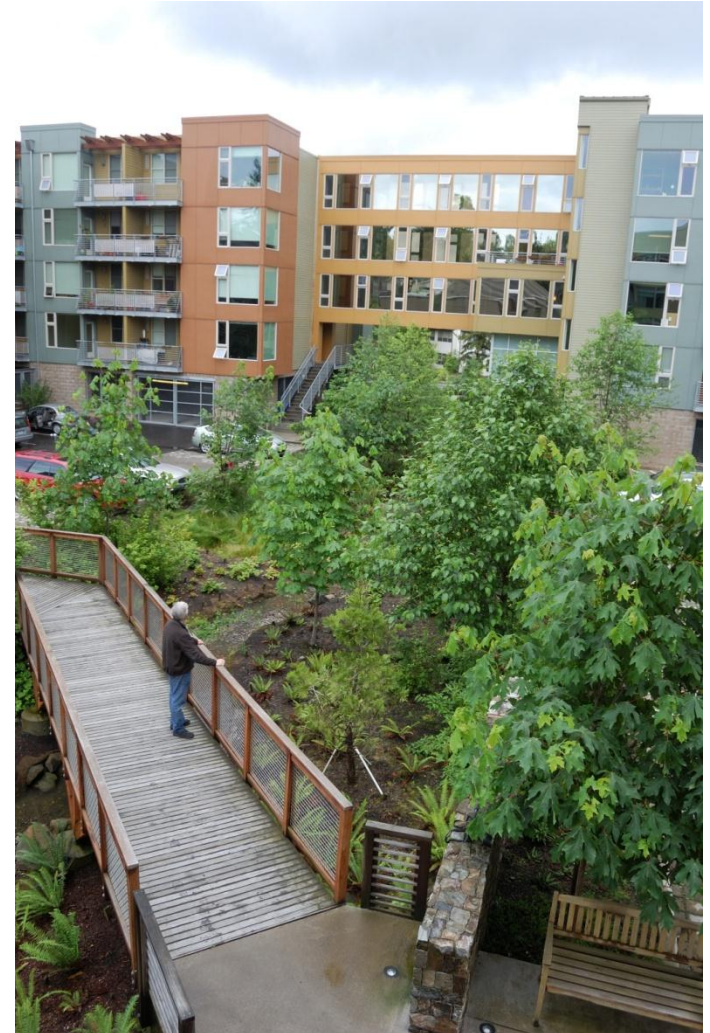
Preferred alignment:
hybrid of alternative
concepts 1 and 2



Goff Creek Crossings

Objectives

- Pedestrian and bicycle connections
- Create awareness of Goff Creek flowing underneath the crossing
- Stream may be expressed at the surface in the form of the crossing – level or arc
- The Goff Creek crossing may incorporate art or environmental interpretation
- Applicable to both street crossings and trail crossings



Examples of Stream Crossings



Examples of Stream Crossings



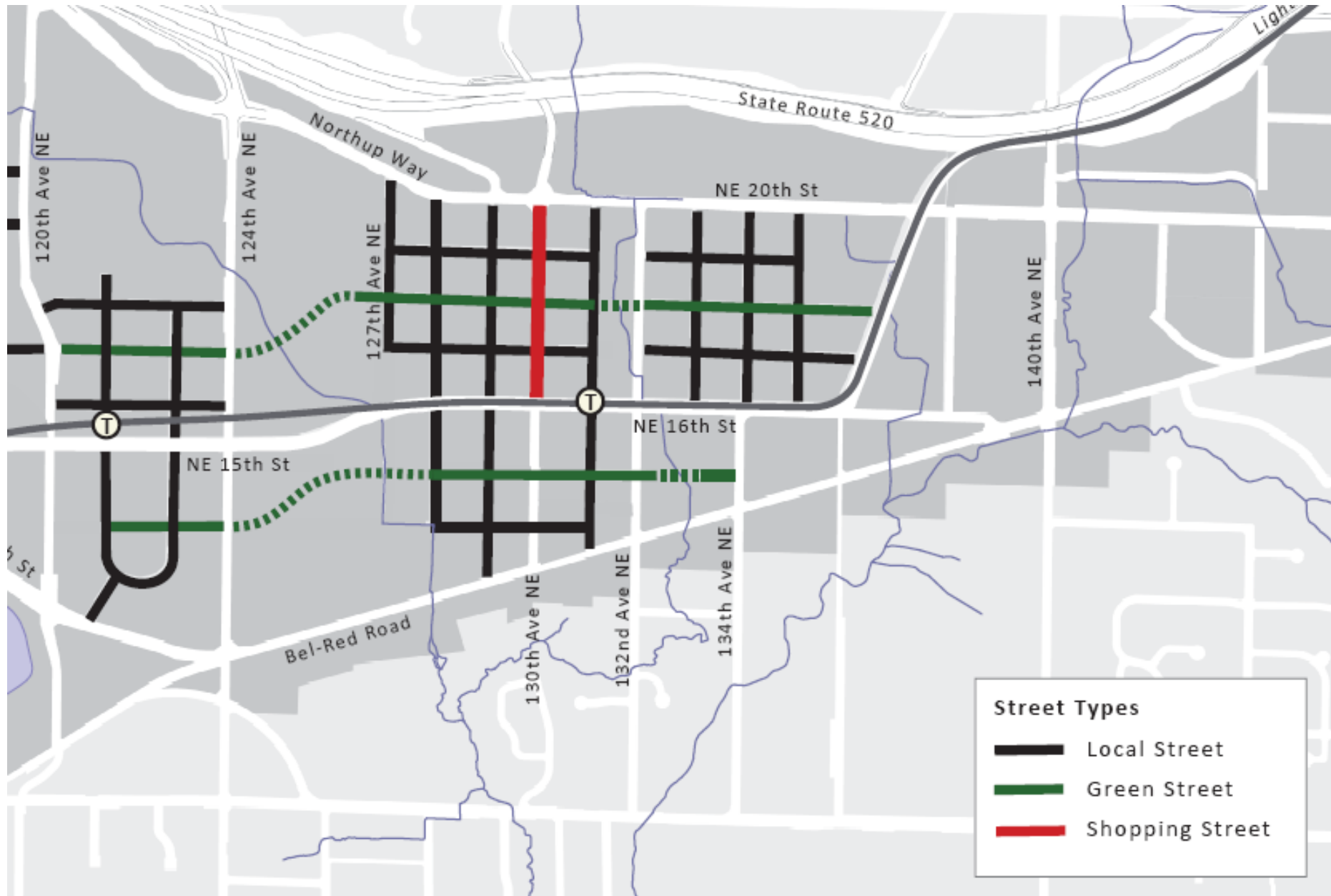
Connectivity & Access

A walkable environment, with connections to light rail, traditional transit, a complete street network, bicycle access and parking to support residents, businesses and transit.

Bel-Red Subarea Plan – To create a more complete, connected, and well balanced transportation system...



New Network of Streets



NE 16th Street @ 130th Ave NE Station



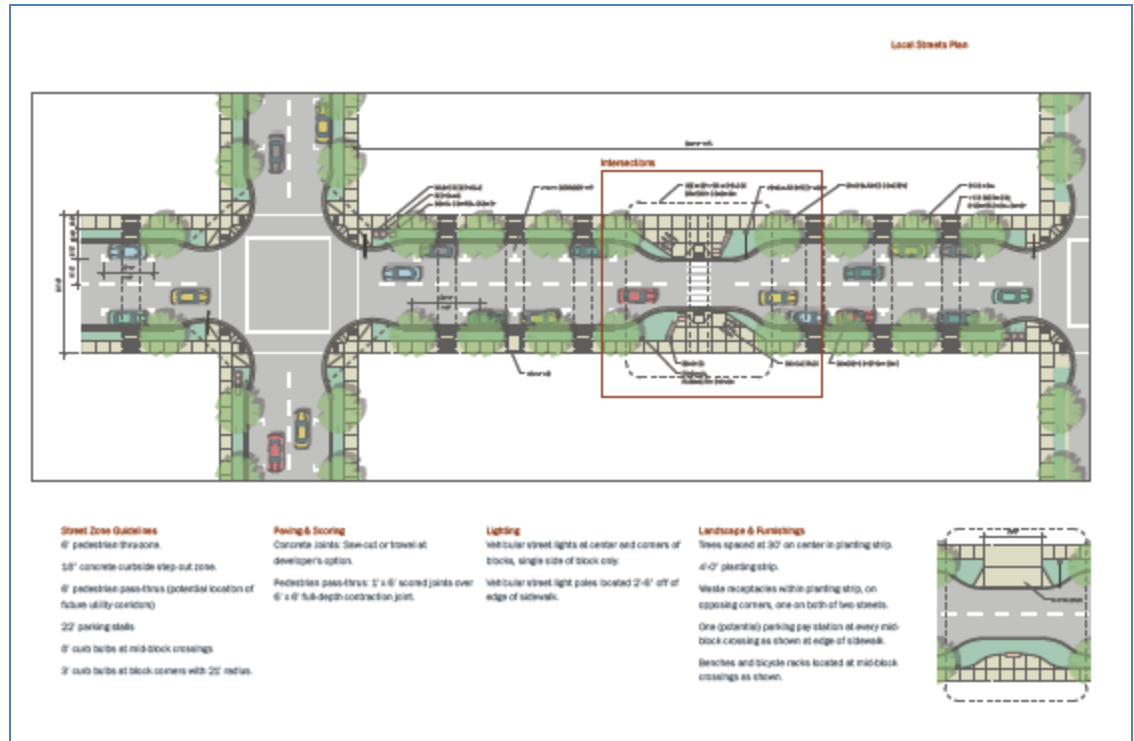
Integrated with Light Rail

Connects Bel-Red Subarea neighborhoods

Accommodates autos, pedestrians, bicyclists, transit

Landscape	Roadway	BUFFER	Bike Lane	Landscape	Side-walk
5'	13'	2'	5'	5.5'	12'

Design Standards



Green Street Guidelines



Embracing stormwater as a street amenity may also include fountains and artistic and sculptural channelization to bring people closer to the water

An environment for bikes



Interconnected infiltration planters for water retention, infiltration, evaporation and transpiration



Water is cleaned removing suspended solids, heavy metals, nitrogen and phosphorous before it returns to the natural watershed



Rain gardens



Sidewalk Pockets

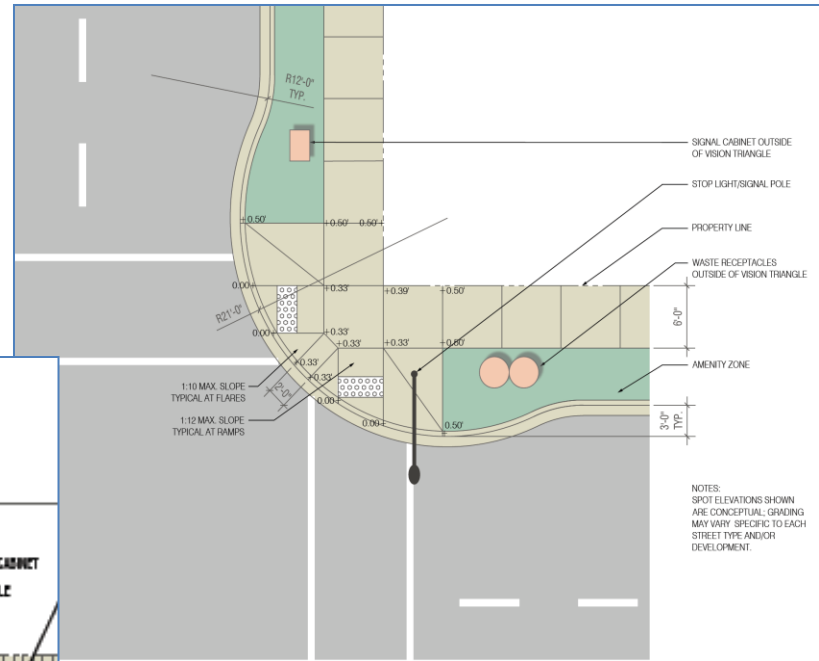
Areas in between rain gardens offer additional sidewalk width.

Park Intersections

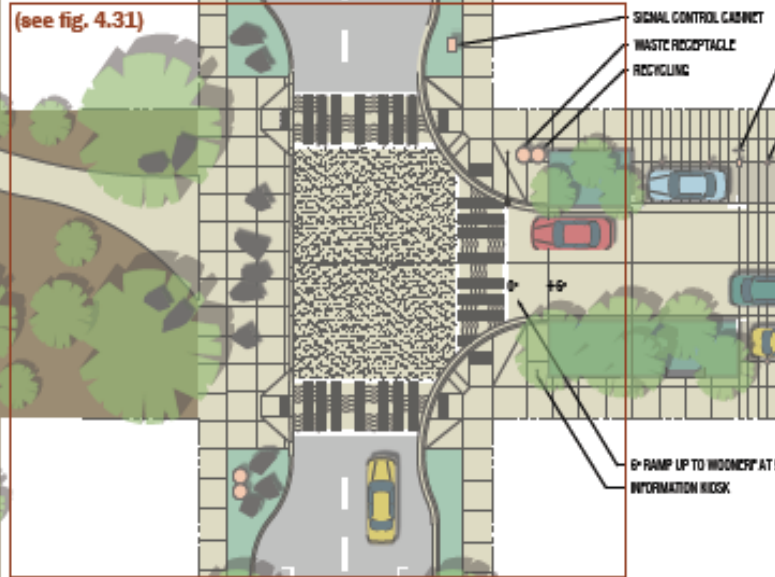
Where green streets intersection greenbelts the curbsless environments are extended through the intersection and into the park in an integrated and seamless park entrance.

Intersections

Curb bulbs to provide pedestrian queuing space, landscaping, mini-plazas and shortened crossing distances



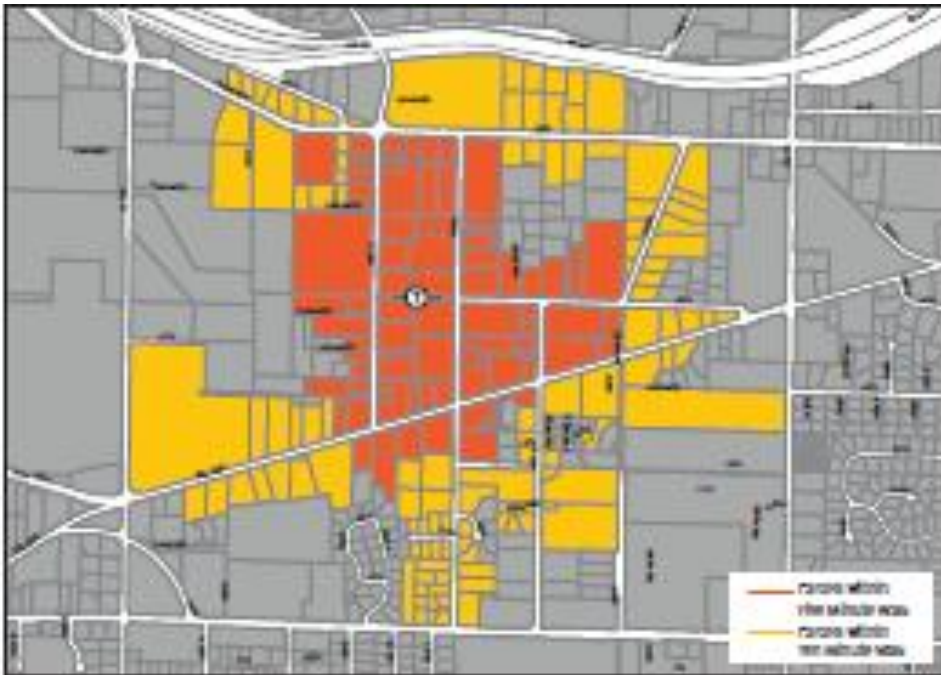
Intersection
(see fig. 4.31)



Transition between motorized and non-motorized infrastructure framed by large trees and studded with well-positioned boulders to block vehicular traffic

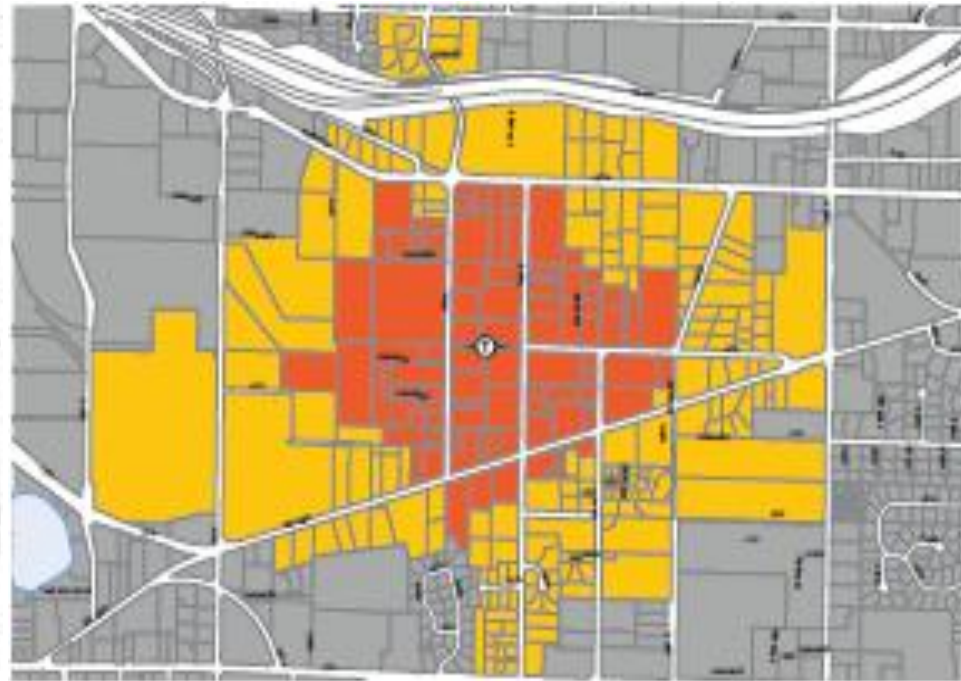
Pedestrian Access

Walkshed Analysis Existing Street Network



Discontinuous and low
quality pedestrian facilities

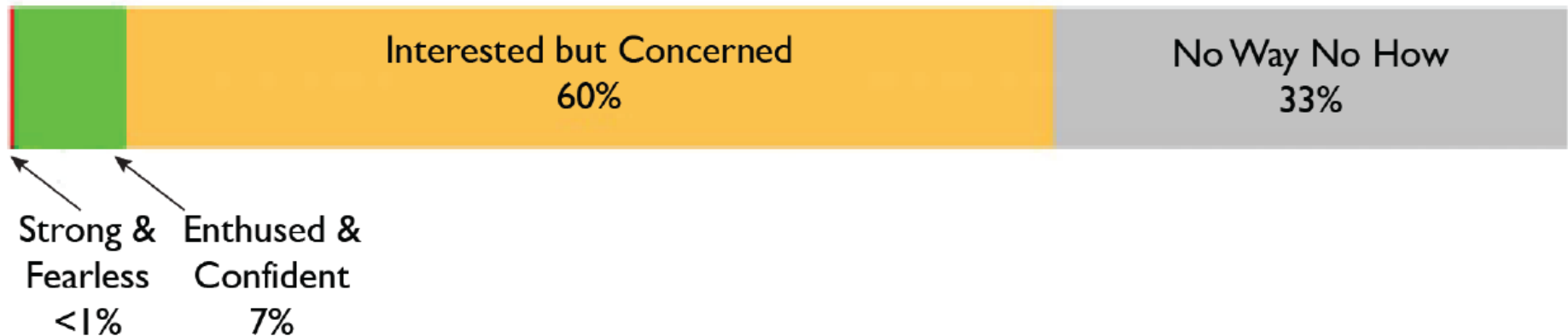
Walkshed Analysis Planned Street Network



Build a high quality
and accessible pedestrian
environment

Bicycle Access

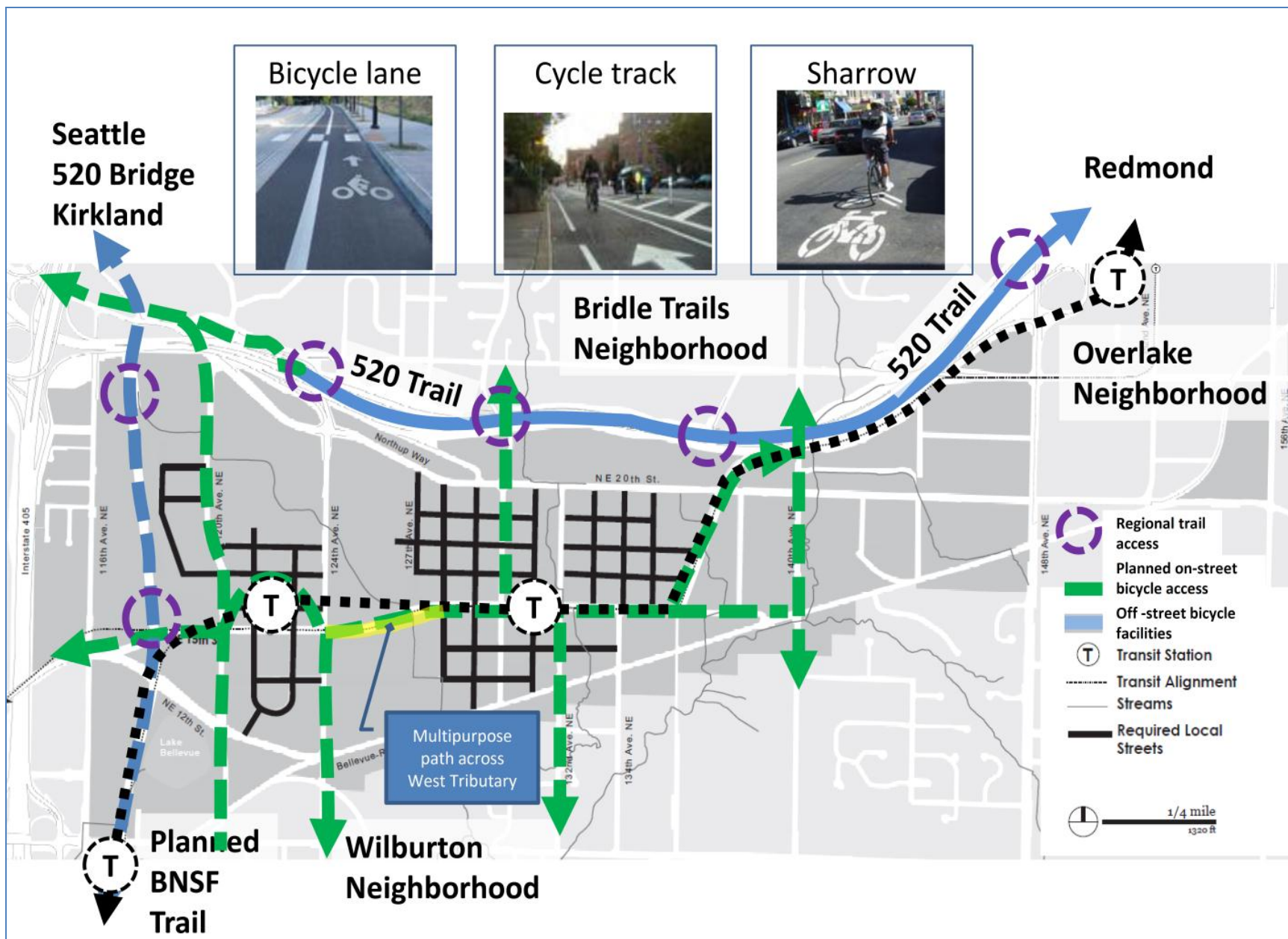
Four Types of Transportation Cyclists in Portland By Proportion of Population



Goal is to get 68% to at least consider using a bicycle

Achieved by building facilities that are comfortable
and safe for bicyclists

Bicycle Access



East Link Light Rail



Integrate light rail alignment, station and park and ride into the neighborhood

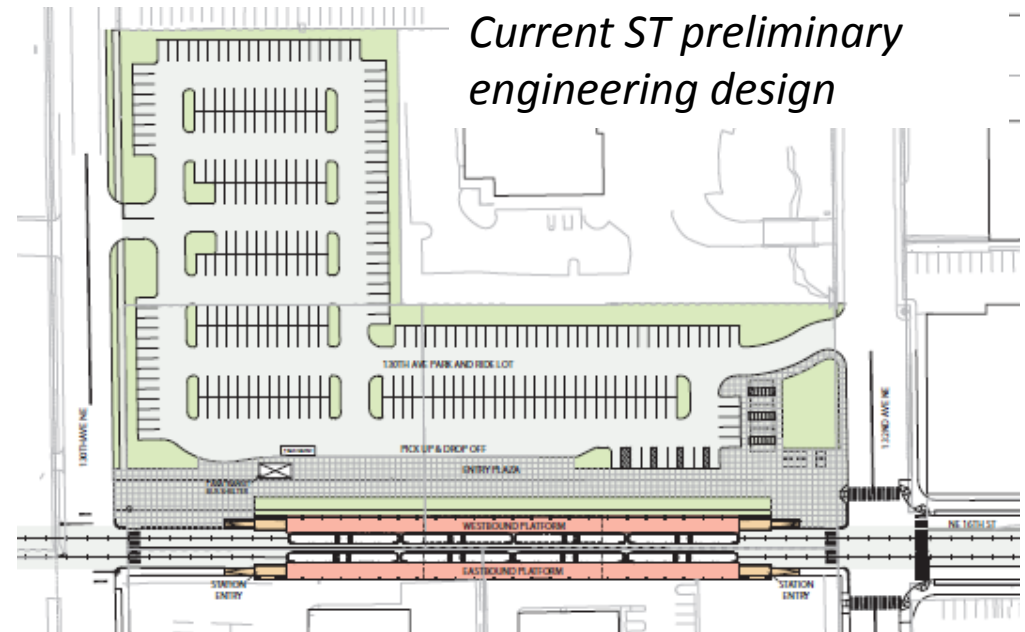


East Link Light Rail



Park and Ride

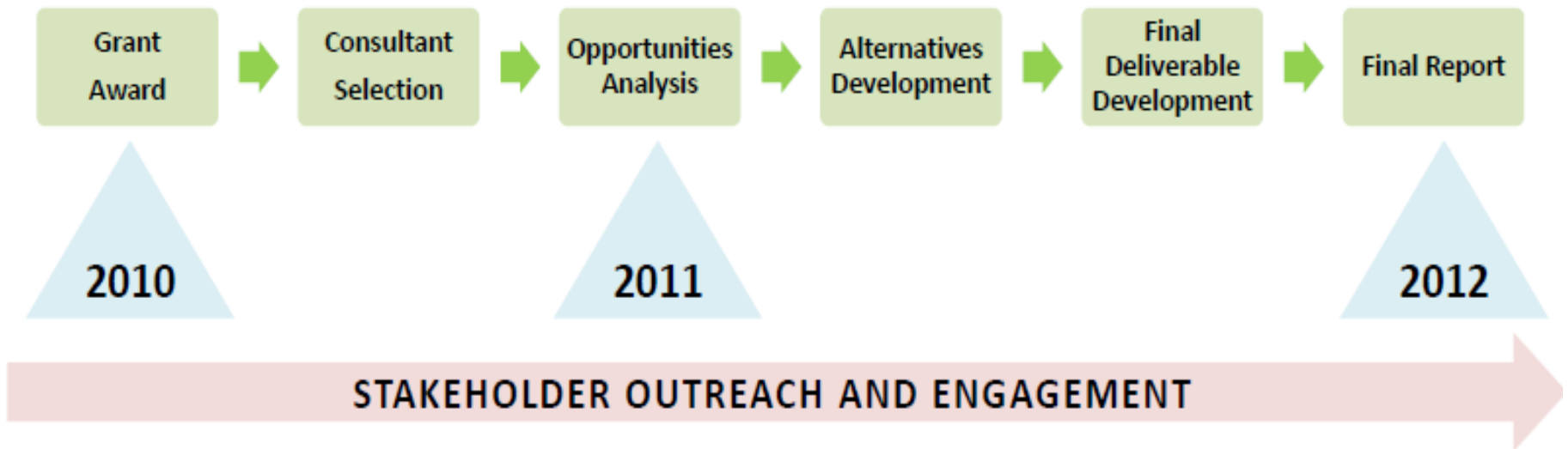
- Preliminary ST design is surface lot for 300 + vehicles plus bicycle parking
- Collaborative design process may look at optimum design/location to facilitate light rail use and redevelopment
- Possible opportunity to integrate park and ride with future development







Project Timeline



Web Site

- <http://www.bellevuewa.gov/130th-station.htm>

Ongoing Work/Next Steps

- Confirm Goff Creek preferred culvert alignment
- Define guidance to park system
- Engage with ST on opportunities for transit oriented development at park and ride
- Continued outreach:
 - Dec 8th – Transportation Commission
 - Dec 14th and Jan 11th – Planning Commission
 - January 10th – Parks & Community Services Board
 - TBD – additional property owner/neighborhood meetings
 - TBD – report to City Council

130th Avenue NE Station Area Plan



Comments and Questions